

T&E COMMITTEE #1  
May 4, 2011

## MEMORANDUM

May 3, 2011

TO: Transportation, Infrastructure, Energy and Environment Committee  
FROM: <sup>Go</sup> Glenn Orlin, Deputy Council Staff Director  
SUBJECT: FY12 Operating Budget and CIP Amendments: transportation—additional and deferred items

<b>Note: Please bring your copy of the packet from the April 28 T&amp;E Committee worksession.</b>
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### ADDITIONAL ITEMS

**Facility Planning: Storm Drains** (©1). As with all facility planning projects, this project is funded with Current Revenue. For fiscal capacity the Executive has recommended reducing the expenditure in FY12 by \$35,000 (-14%). Therefore, the pace of these studies will be slowed down somewhat. **Council staff recommendation: Concur with the Executive.**

**Bus cost allocation.** Several years ago the Council hired an independent consultant to develop a means of comparing Ride On and Metrobus costs so that the Council could follow how they tracked from year to year. Ride On costs have usually been lower than those of Metrobus.

Following the directives from the consultant, DOT calculated the recommended partially allocated cost of Ride On for FY11 to be \$79.26/hour, compared to \$81.62/hour in FY11. This is the rate that should be used in deciding whether it would be more cost effective to add Ride On or Metrobus service. The corresponding partially-allocated rate for Metrobus is \$105.74/hour, compared to \$102.41 in FY11. Therefore, at the margin, it is still generally more cost-effective for the County to add Ride On service rather than Metrobus service. DOT has provided a more detailed breakdown of the \$79.26/hour partially allocated and \$94.39/hour fully allocated costs (©2).

### DEFERRED ITEMS

**Stringtown Road** (©3-4). Councilmember Berliner had two follow-up questions about this project. The first is: How is the estimated \$9,325,000 cost divided among the portions of the project which are subdivision requirements? DOT has broken down the estimate as follows:

SB lanes from Snowden Farm Parkway to Gate Rail Road (Newlands)	\$3,680,000
SB lanes from Gate Rail Road to Overlook Park Drive (Newlands)	\$1,538,000
NB transition lanes north of Snowden Farm Parkway (Newlands)	\$1,115,000
<i>Newlands subtotal</i>	<i>\$6,333,000</i>
NB lanes from Overlook Park Drive to Gate Rail Road (none)	\$2,992,000
<i>Total of proposed project</i>	<i>\$9,325,000</i>
NB lanes from Rainbow Arch Drive to Snowden Farm Parkway (Elm Street)	\$338,000
<i>Total project, if latter segment is included</i>	<i>\$9,663,000</i>

Therefore, the project would relieve Newlands of an obligation costing \$6,333,000 and, if the segment between Rainbow Arch Drive and Snowden Farm Parkway is included, it would relieve Elm Street of an obligation costing \$338,000.

Councilmember Berliner also asked whether the use of the road now suggests that Stringtown Road should be widened in the next 5 years, should Clarksburg Town Center *not* build out. (The proposed project would have the improvement completed in FY16.) A 2007 traffic count estimated an Average Daily Traffic of 7,038. A State Highway Administration count from 2010 showed an ADT of 8,921 and an Average Weekday Traffic of 9,551. For these traffic levels, a 2-lane road is sufficient.

However, the relevant question is how much traffic will be on Stringtown Road as the surrounding development builds out, including Arora Hills, Clarksburg Village, and others. Unfortunately, there are no traffic studies that have been conducted that can definitely answer this question. The Clarksburg Town Center's traffic study is from 1994; not only is it very old, but it would not have included the neighboring Clarksburg Village and Arora Hills development traffic, since they followed later. The Clarksburg Village traffic study was conducted more recently, but it did not examine its effect on Stringtown Road. DOT staff or Planning staff may wish to offer qualitative judgments in answer to Councilmember Berliner's question.

**North County Maintenance Depot** (©5). The Committee will be receiving a closed session briefing regarding one or more sites being examined for the depot.

***Snow Removal and Storm Clearance NDA.*** Rather than budget \$3,115,000 for DOT and \$10,000,000 in an NDA, the Committee has decided to budget a total of \$9,000,000 for this work, and that it be budgeted in the affected departments. The Committee asked OMB to suggest how these funds should be split between DOT and DGS.

The Executive, of course, stands by his recommendation to include the funds above the \$3,115,000 in the NDA, but OMB suggests that if there is to be no NDA, then 90% of the funding should be in DOT's budget and 10% in the DGS's budget. Therefore, if \$9,000,000 is the total and the Committee were to follow OMB's suggested split, then \$8,100,000 would be budgeted for DOT and \$900,000 for DGS.

***Parking fees and charging hours.*** The Executive is making the same recommendation he made last year, but which was not approved by the Council: raising the fees at long-term meters (those allowing more than 3 hours of parking) in Bethesda and Silver Spring by \$0.10 cents/hour, to \$0.75/hour and \$0.60/hour, respectively. Monthly passes would increase in Bethesda by \$20 (to \$140) and in Silver Spring by \$18 (to \$113). The lesser-used Daily Parking Permits and Carpool Permits would also be

increased commensurately. The cost of the monthly 'AM/PM' Permits, which are used by business district residents parking overnight in PLD lots and garages, would remain unchanged at \$20. The Executive's budget reflects the fee increases with \$650,000 more revenue in Bethesda and \$700,000 more revenue in Silver Spring.

Just as last year, the Executive's recommendations are part of a plan to raise the long-term meter rates incrementally over a three-year period, so that by FY14 they will achieve parity with the current short-term meter rates. (His proposal is to increase the long-term rate by 10¢/hour in both Bethesda and Silver Spring again in FY13, and then, in FY14, by 15¢/hour in Bethesda and 5¢/hour in Silver Spring.) Since the monthly pass rate is calculated based on the long-term meter rate, this means that by FY14 the monthly pass in Bethesda would cost \$190 and in Silver Spring would cost \$142. (In both Wheaton and Montgomery Hills the short-term and long-term meter rates are the same.)

The Executive also is recommending expanding the charging hours to Saturdays from 7 am to 10 pm in lots and garages in the Bethesda PLD, the same charging hours currently in effect on weekdays. This was an option the Council also considered but rejected last year. This proposal would raise \$700,000 more revenue annually. DOT was asked to estimate the added revenue if charging hours were extended from 7 am to 6 pm instead; it reports this option would generate \$588,000 more revenue.

Both the Greater Bethesda-Chevy Chase Chamber of Commerce and the Greater Silver Spring Chamber of Commerce oppose these increases. Their testimonies are on ©6-9.

At the April 28 worksession Councilmember Berliner asked for a more detailed justification why these increases are needed for the fiscal health of the two PLDs. Executive Branch staff is preparing this information and it will be presented at the worksession.

***Parking outside of PLDs.*** The Council also sets the parking fees for meters on-street and in lots outside of PLDs. These are primarily now in North Bethesda, although the Committee has requested DOT to explore opportunities in other commercial areas. Historically these funds have been allocated to the Mass Transit Fund, although they could just as easily be allocated to the General Fund.

For the last several years the fees in the areas outside of the PLDs have been pegged to the fees charged in the Silver Spring PLD. DOT estimates that such a rate increase—including the higher short-term meter rate now proposed for Silver Spring—would generate \$46,700 more revenue.

If the rates are increased in the Silver Spring PLD, the rates outside the PLDs should be raised commensurately, adding \$46,700 in revenue for the Mass Transit Fund.

## COMMITTEE RECONCILIATION

The chart on ©10 shows all the cost reductions/revenue enhancements and Reconciliation List items the Committee will have tentatively decided upon to this point. This is an opportunity for the Committee to form its final recommendations to the Council, including whether any of the Reconciliation List items should be linked directly to cost reductions/revenue enhancements.

# **Facility Planning: Storm Drains -- No. 508180**

Category  
Subcategory  
Administering Agency  
Planning Area

Conservation of Natural Resources  
Storm Drains  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 04, 2011  
No  
None.  
On-going

## **EXPENDITURE SCHEDULE (\$000)**

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,047	3,519	88	1,440	225	215	250	250	250	250	0
Land	121	121	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	32	32	0	0	0	0	0	0	0	0	0
Other	4	4	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,204</b>	<b>3,676</b>	<b>88</b>	<b>1,440</b>	<b>225</b>	<b>215</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>*</b>

## **FUNDING SCHEDULE (\$000)**

Current Revenue: General	5,103	3,575	88	1,440	225	215	250	250	250	250	0
G.O. Bonds	101	101	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,204</b>	<b>3,676</b>	<b>88</b>	<b>1,440</b>	<b>225</b>	<b>215</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>0</b>

### **DESCRIPTION**

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the CIP. Prior to its inclusion in the CIP, the Department of Transportation (DOT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the "Drainage Assistance Request" list. As part of the facility planning process, DOT considers citizen and public agency requests and undertakes a comprehensive analysis of storm drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35 percent complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under \$500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over \$500,000 will be constructed in stand-alone projects.

### **CAPACITY**

Projects will be designed to accommodate the ten year storm frequency interval.

### **COST CHANGE**

Reduce project scope and current revenue by \$35,000 in FY12 for fiscal capacity.

### **JUSTIFICATION**

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, the preparation of drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT.

### **OTHER**

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety, damage to private property, frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 benefit cost ratio. In the case of public safety or severe damage to private property, the 5:1 benefit (damage prevented) cost ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints.

Construction Projects Completed: Town of Glen Echo, Village of Chevy Chase, Whittier Blvd, Marymont Rd, Springloch Rd, Arrowood Dr.

Candidate Projects for FY 11 and FY 12: Aberdeen Place, Chicago Ave.

### **OTHER DISCLOSURES**

- A pedestrian impact analysis has been completed for this project.
- \* Expenditures will continue indefinitely.

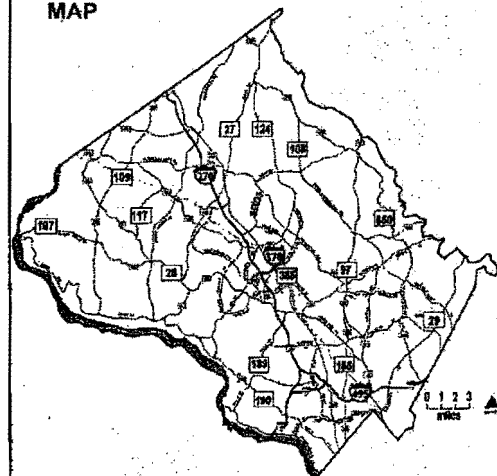
### **APPROPRIATION AND EXPENDITURE DATA**

Date First Appropriation	FY81	(\$000)
First Cost Estimate		
Current Scope	FY12	5,204
Last FY's Cost Estimate		5,239
Appropriation Request	FY12	215
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,988
Expenditures / Encumbrances		3,755
Unencumbered Balance		233
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

### **COORDINATION**

Montgomery County Department of Environmental Protection  
Maryland-National Capital Park and Planning Commission  
Maryland Department of the Environment  
United States Army Corps of Engineers  
Montgomery County Department of Permitting Services  
Utility Companies  
Annual Sidewalk Program (CIP No. 506747)

### **MAP**



# **FY12 CE RECOMMENDED BUDGET** **Operating Cost of Ride On Bus Service**

<u>Cost Element</u>	<b>Cost/Hour FY12 Dollars</b>		
	<u>Cost</u>	<u>Cumulative</u>	
Bus Operators	\$37.12	\$37.12	Rate for any new service added
Motor Pool	\$31.12	\$68.24	
Coordinators	\$2.86	\$71.10	
Other Operating Labor	\$4.83	\$75.92	
② Schedule/Communications	\$3.34	\$79.26	WMATA Non- Regional Rate \$105.74 (fy12)
Customer Service/Safety	\$1.77	\$81.03	
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$5.49	\$86.51	
Indirect	\$7.88	\$94.39	
Fully Allocated Cost	<u>\$94.39</u>		

# Stringtown Road No. XXXXXX

Category Roads  
Agency Transportation  
Planning Area Clarksburg  
Relocation Impact None

Date Last Modified April 12, 2011  
Previous PDF Page Number N/A  
Required Adequate Public Fac Yes

## EXPENDITURE SCHEDULE (\$000)

Cost Element	TOTAL	Thru FY10	Rem. FY10	TOTAL 6 YEARS	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
PDS	1,850	0	0	1,850	0	450	450	0	500	450	0
Land	525	0	0	525	0	0	0	525	0	0	0
SIU	850	0	0	850	0	0	0	0	425	425	0
Construction	6,100	0	0	6,100	0	0	0	0	3,100	3,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,325</b>	<b>0</b>	<b>0</b>	<b>9,325</b>	<b>0</b>	<b>450</b>	<b>450</b>	<b>525</b>	<b>4,025</b>	<b>3,875</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

GO Bonds	9,325	0	0	9,325	0	450	450	525	4,025	3,875	0
<b>Total</b>	<b>9,325</b>	<b>0</b>	<b>0</b>	<b>9,325</b>	<b>0</b>	<b>450</b>	<b>450</b>	<b>525</b>	<b>4,025</b>	<b>3,875</b>	<b>0</b>

## OPERATING BUDGET IMPACTS (\$000)

Maintenance	0	0	0	-	0	0	0	0	0	0	0
Energy	0	0	0	-	0	0	0	0	0	0	0
<b>Net Impact</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for the design and construction of the 3,200-foot section of Stringtown Road from Overlook Park Drive to Snowden Farm Parkway. This project will construct 1,200' of the four lane divided roadway (from Overlook Park Drive to future Gate Rail Road), an 8-foot wide bikeway along the north side and on the south side an 8-foot bikeway transitioning to a 5-foot sidewalk. From future Gate Rail Road to Snowden Farm Parkway construct 2,000' of the two westbound lanes an 8-foot wide bikeway along the north side. The project will also include street lighting, stormwater management, landscaping and reforestation.

### ESTIMATED SCHEDULE

Final design is to start in the fall of 2011; construction will begin in the summer of 2014 and take approximately 20 months to complete.

### COST CHANGE

N/A

### JUSTIFICATION

This project will provide sufficient capacity to handle circulation near the Clarksburg Town Center and adjacent residential neighborhoods, and to eliminate substandard segments of Stringtown Road. The addition of a hiker-biker path and sidewalk along the road will improve pedestrian and bike circulation in the vicinity.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate		
Current Scope FY12 9,325		
Last FY's Cost Estimate		
Appropriation Request FY12 900		
Appropriation Request		
Supplemental 0		
Transfer 0		
Cumulative Appropriation 0		
Expenditures/Encumbran 0		
Unencumbered Balance 0		
Partial Closeout Thru 0		
New Partial Closeout 0		
Total Partial Closeout 0		



# North County Maintenance Depot -- No. 500522

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
General Services  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 05, 2011  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,548	2,109	150	2,289	0	37	236	1,056	757	203	0
Land	13,996	8,751	5,245	0	0	0	0	0	0	0	0
Site Improvements and Utilities	22,494	0	0	22,494	0	0	1,578	0	20,916	0	0
Construction	51,752	0	0	51,752	0	0	0	4,535	10,527	36,690	0
Other	1,942	4	0	1,938	0	0	0	0	0	1,938	0
<b>Total</b>	<b>94,732</b>	<b>10,864</b>	<b>5,395</b>	<b>78,473</b>	<b>0</b>	<b>37</b>	<b>1,814</b>	<b>5,591</b>	<b>32,200</b>	<b>38,831</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	94,732	10,864	5,395	78,473	0	37	1,814	5,591	32,200	38,831	0
<b>Total</b>	<b>94,732</b>	<b>10,864</b>	<b>5,395</b>	<b>78,473</b>	<b>0</b>	<b>37</b>	<b>1,814</b>	<b>5,591</b>	<b>32,200</b>	<b>38,831</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				505	0	0	0	0	0	505	
Energy				342	0	0	0	0	0	342	
<b>Net Impact</b>				<b>847</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>847</b>	

## DESCRIPTION

This project will provide for the planning, design, and construction of Phase I of a new North County Depot for the Departments of Transportation and General Services. The facility will serve as a staging, operations, and maintenance center and will accommodate the planned future growth of the County's transit fleet. Phase I of the new North County facility will accommodate 120 new buses, provide for their maintenance and house the departments' operational and administrative staff. The facility will complement the existing County bus maintenance facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville. This project will be designed to allow future expansion of the facility to accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment.

## ESTIMATED SCHEDULE

Because of concerns raised by the environmental community the project is delayed to provide the County with additional time to review the impacts related to the proposed site of the current project and to research the cost and feasibility of relocating this project to an alternative site. Staff is currently evaluating other sites suggested by Maryland-National Capital Park and Planning Commission staff.

## JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing Up-County area to better serve County residents. The new depot will relocate a portion of existing Crabbs Branch Way (Gaithersburg West) and Poolesville highway operations to the North County Maintenance Depot.

## OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and Americans with Disabilities Act (ADA) standards.

Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.

## FISCAL NOTE

Shift expenditures and funding from FY11-13 to FY15-16 to reflect current implementation plan.

## OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

## APPROPRIATION AND EXPENDITURE DATA

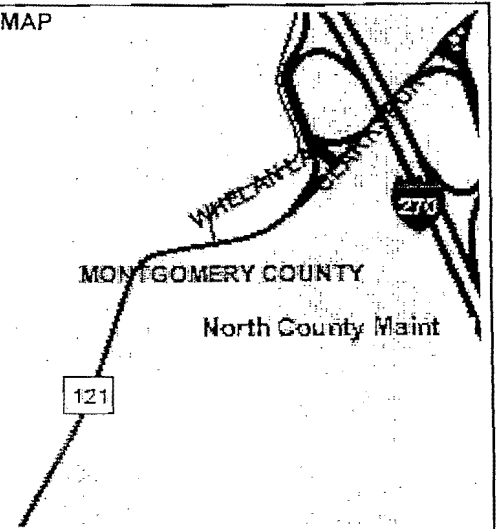
Date First Appropriation	FY06	(\$000)
First Cost Estimate	FY09	74,449
Current Scope		
Last FY's Cost Estimate		94,732
Appropriation Request	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,553
Expenditures / Encumbrances		14,834
Unencumbered Balance		6,719
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

## COORDINATION

Maryland-National Capital Park and Planning Commission  
Department of Environmental Protection  
Department of Transportation  
Department of General Services  
Department of Technology Services  
Department of Permitting Services  
Washington Suburban Sanitary Commission  
Upcounty Regional Services Center  
Washington Gas  
Allegheny Power  
State Highway Administration

Special Capital Projects Legislation [Bill No. 10-06] was adopted by Council May 25, 2006.

## MAP



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**THE GREATER BETHESDA-CHEVY CHASE CHAMBER OF COMMERCE  
TESTIMONY ON PROPOSED FY12 OPERATING BUDGET  
BEFORE THE MONTGOMERY COUNTY COUNCIL – April 6, 2011**

Good evening. I am Patrick O'Neil, Chairman of The Greater Bethesda-Chevy Chase Chamber of Commerce, representing over 650 member businesses and nonprofit organizations in Montgomery County.

The County Executive's proposed FY12 budget is an important start to a difficult and long overdue County conversation on right-sizing government in order to ensure that long term spending is supported by available revenues. You are poised to make many challenging decisions so that the Montgomery County of the future is a hallmark of sustainable government. We strongly support you in this endeavor. We also empathize with you in making these hard choices, primarily because business has already had to make them and knows all too well the short term human ramifications of responsible leadership.

As you are aware, the Chamber supports the Office of Legislative Oversight's structural deficit reform initiatives, many of which are included in the proposed budget. Changes, such as increasing County employee contributions for defined benefit pension plans and health insurance are painful – but necessary – ones. Private and non-profit industries were forced to implement these changes decades ago when dealing with past recessions. While the County is not yet able to require that these changes be implemented for public school employees, we believe the eventual restructuring of public school employee contributions is equally critical to addressing the County's long-term economic solvency.

We note that the proposed budget also includes several short-sighted proposals that unfairly or unwisely target the Bethesda area. You are aware that this year is a critical turning point for Bethesda's foreseeable economic viability. By September 15, 2011, Walter Reed Hospital, and its 1,500 daily employees and 500,000 annual patients and visitors, will be fully integrated into the National Naval Medical Center. Construction on Lot 31 across from Barnes and Noble, including the elimination of 279 parking spaces and the two-year closure of Woodmont Avenue, is scheduled to begin in October. Despite our best efforts to find funding for BRAC-related road improvements, the Purple Line and the South Entrance to the Metro, there will be no new transportation improvements of any kind in place to ease these major disruptions.

Instead of allowing the community to adjust to these changes by maintaining the status quo (at least), the proposed budget introduces initiatives that make the Bethesda area less attractive to potential employers, employees and consumers. In particular, the budget raises long term parking fees, imposes parking fees in lots and garages on Saturdays, reduces the visibility and effectiveness of the midnight shift at the 2<sup>nd</sup> District police station in Bethesda, and cuts funds for the BCC Regional Services Center.

These changes ensure that, if you actually make it to Bethesda and find a parking space, you get to pay more for parking and risk increased enforcement from our very able parking enforcement teams. Moreover, one will find a decreased police presence and less effective public/private outreach coordination with the Regional Services Center. In the midst of our anticipated growing pains, these budgetary effects will discourage patronage of the area at precisely the time when we should do everything in our power to attract people. We will all feel the negative economic effects of these short term initiatives if they are included in the final budget.



**Testimony of  
The Greater Silver Spring Chamber of Commerce  
Public Hearing – FY12 Operating Budget  
Montgomery County Council  
Thursday, April 7, 2011**

Council President Ervin, members of the Council, good afternoon. For the record, my name is Jere Stocks and I am the current Chair of the Greater Silver Spring Chamber of Commerce. I speak here today on behalf of the more than 400 companies – small and large – that are members of our Chamber.

As business owners, our members have faced some difficult economic challenges these past few years and can relate all too well to the challenges that you have before you in the County's FY12 budget. We applaud the Council for inviting a group of small business owners in for a briefing earlier this week so that you can better understand how what you do here impacts the lives of business owners and their employees throughout the County. We ask that as you consider the County's budget in the coming weeks, you remember the faces of those business owners and remember the stories they told of a desire to offer higher wages and more benefits to their employees, but not being able to do so in these economic times. And, we ask that you heed the suggestion of one panelist, who asked that you look at running the County more like a business.

We also applaud the Council for directing the Office of Legislative Oversight to study the County's current operations in an effort to achieve a structurally balanced budget. The results were eye-opening to anyone who took the time to review the study and should, we believe, be integrated into how the County operates in the coming years.

We have reviewed the Executive's proposed FY12 Budget and offer herein our observations and recommendations on measures that the business community supports, and those we believe do not represent the best use of tax dollars.

**Enhanced Policing in Silver Spring**

Tremendous public and private investment has transformed Silver Spring into a true urban area – one that includes all the benefits, and the challenges, of a "city." Silver Spring is also becoming home more public-private facilities than perhaps anywhere else in the County. This year we welcomed the new Civic Building and Veterans Plaza. In the coming years, the Paul Sarbanes Transit Center, The Fillmore, and the new library are expected – all significantly increasing the demand for enhanced security, safety, and maintenance.

As such, the Chamber urges the Council to approve the Executive's recommendation to bring back to Silver Spring a dedicated urban policing team, similar to the one that exists in Bethesda. Yes, we said "bring back." Actually, the first Central Business District policing unit was created in the 1980s, expanded in the 1990s, and was the beginning of a localized police presence that included officers on bicycles, scooters, and later Segways, with the goal of making the Silver Spring Central Business District free from crime. Included in our packet is a "Public Safety Plan for Downtown Silver Spring," developed by the County in 2001, that explains the importance of this focused urban policing effort. Unfortunately, in 2004, the territory for this dedicated team was expanded to include a much broader area, putting officers back in cars, and sometimes leaving the Central Business District without coverage when all officers needed to be dispatched to a situation in the other parts of the policing district.

At the same time, because this Chamber represents the “greater” Silver Spring area, we also recognize that there is a need for increased police coverage in the East County areas of White Oak and Briggs Chaney. These Silver Spring neighborhoods hold tremendous opportunity for future jobs and economic growth, but also present some unique challenges from a public safety and security perspective for both those who live in these neighborhoods and those who choose to locate their businesses there.

We understand that the Montgomery County Police recently conducted a county-wide staffing analysis and determined that additional officers are needed in Silver Spring to meet the increased demand. We ask you to heed the results of this study by approving the budget allocation that will increase the number of officers covering the entire 3rd District area, and add a special unit that is assigned only to the Central Business District.

While we understand that in order to create a balanced budget, cuts will be imperative in many areas, we urge you to recognize that public safety in Silver Spring is one area where increased spending is necessary and justified. Both the County and many private entities have made substantial investments in the revitalization of Silver Spring. Those investments must be protected if greater Silver Spring is to remain an asset that continues to add to the County’s tax base.

### **Silver Spring Urban District Clean & Safe Team**

A key player in both the real and perceived security in the Silver Spring Central Business District is the Urban District Clean & Safe Team, or, the “Red Shirts.” Maintaining an environment of cleanliness and security is crucial to the future success of Silver Spring. It is critical to keeping existing employers in Silver Spring and attracting more jobs to Silver Spring. As you know, Silver Spring continues to have an image problem, given its history prior to revitalization. Deterioration in safety and cleanliness creates the impression that Silver Spring is going downhill and instills a real feeling among employers, employees, and the public that this is an unsafe place. It could also cause employers to look elsewhere for a place to move their jobs, further stressing the County’s economy. Silver Spring’s “Red Shirts” not only work to keep our community clean; just as important, they contribute directly to public safety by providing a constant and visible presence on the streets, thereby serving as a further deterrent to crime. The budget available for the “Red Shirts” has declined in recent years as a result of the County’s budget woes. The Executive’s budget maintains the current level of service. We ask Council to approve this allocation.

### **Elimination of Regional Service Centers and Creation of Office of Community Engagement**

GSSCC has serious concerns about the Executive’s proposed elimination of the Regional Service Centers and creation of an Office of Community Engagement. In past years the Regional Service Centers have been important resources linking business and the community to County government at the local level – assisting at the local level the process of navigating government, and problem solving. During the past couple of years, funding for the Silver Spring Regional Service Center was decreased, and key personnel that assisted primarily small businesses here were reassigned or eliminated. This service is sorely missed in Silver Spring. Unfortunately, the County’s new 311 system has made getting access to accurate information in the County problematic instead of more convenient. An effective Regional Services Center should serve as an important bridge for businesses and residents.

At the same time, we find it difficult to understand how the proposed Office of Community Engagement will do anything to solve the County’s most pressing problems – a structurally imbalanced budget year after year. We question whether the savings noted in the Executive’s budget are actual savings across government, or simply as a result of reassigning existing staff to other departments.

We ask the Council to take a serious look at this section of the Executive’s budget and made decisions based on the need to provide needed services in a cost effective way.

### **Parking in Silver Spring**

Our Chamber must oppose the proposed increase in fees for long-term parking Silver Spring, particularly increasing the cost of a monthly convenience sticker from \$94 to \$113 per month, as the Executive's budget assumes. There are two problems with this proposal:

1) While we strongly support encouraging greater use of public transit, we cannot support increasing long-term parking to create a dis-incentive to personal vehicle commuting. This logic is flawed in two ways: First, just because some forms of public transportation are available in an area it does not necessarily follow that these options are convenient for our members' employees. Unfortunately, efficient and reliable public transit does not exist for many commuters or locations. Further, Silver Spring employers still need to provide incentives for our employees to work here. Though we've come a long way, Silver Spring is not on the list of desired places to work, like downtown D.C. or even Bethesda. Silver Spring employers need to provide some incentives to attract good employees to work here.

2) While we recognize that funds are needed to operate our Parking Lot District and keep our lots well maintained and secure, we oppose phasing in the increase in the manner outlined in the budget for the next three years. Asking employers who provide paid parking to absorb a 10-cent per hour increase that would be effective in less than three months is unreasonable. Business budgets for a fiscal year beginning in July are typically established by October of the previous year. If an increase in parking fees is deemed necessary in order to assure that Silver Spring parking lots and garages are properly maintained, cleaned, and secured, than that increase should be phased in gradually, or over a much longer period, in order to give businesses sufficient time to plan for it.

#### **Support for the AFI**

The Chamber strongly urges the Council to continue the County's investment in Arts & Entertainment endeavors that contribute to the vibrancy of Silver Spring by stimulating economic activity. Specifically, we ask you to assure that the AFI Silver Theater receives the level of support that will allow it to continue as one of our community's star attractions.

#### **Support for Montgomery College**

A high school diploma is an important educational foundation for our children. But, in today's economy, a post-secondary education is vital to full participation in the local economy. Our members need educated workers to grow and thrive. Please support Montgomery College in their efforts to provide an affordable high quality education to the residents of our County.

#### **Expanded Department of Environmental Protection Enforcement**

GSSCC understands that the Department of Environmental Protection has been mandated by state to do more enforcement. But we understand that not all jurisdictions in the state are stepping up enforcement because this is something the state mandates, but doesn't provide funds to support. In our over-achieving way, it seems to us that Montgomery County is just encouraging the state to continue forcing these things on us but without providing the funding for the necessary.

#### **Snow Removal**

Given the weather challenges of the past couple of years, we support the County Executive's initiative in including a budget dedicated to snow removal. We urge the Council to assure that in the fortunate event that this money is not spent in FY12, it be held in an interest-bearing account for a potential need in FY13.

## **T&E Committee Actions to Date regarding the Transportation Operating Budget**

### **Cost Reductions or Revenue Enhancements**

Buy 5 fewer dump trucks	-331,110
Shift \$350K from Street Tree Preservation to Tree Maintenance Program	0
Reduce set-aside for snow and storms	-4,115,000
Added Highway User Revenue	-665,000
Added State signal maintenance funds	-308,500
Raise "Outside of PLD" parking fees**	-46,700
Shift \$100K from Facility Planning-Transportation to Office of County Executive budget	0
Fund Shady Grove TMD with fees	0
<b>Net cost reduction/revenue addition</b>	<b>-5,466,310</b>

### **Reconciliation List\***

5 replacement dump trucks	331,110
Add to Tree Maintenance Program	350,000
Retain loop detector maintenance	152,300
Restore traffic signal re-lamping	76,000
Add traffic signal materials	80,200
Retain re-timing of ped signals	112,390
Add resurfacing	665,000
Extend Youth Cruiser Pass to Metrobus	540,000
Price Ride On Pass at \$40, not \$45	181,510
<b>Total Reconciliation List</b>	<b>2,488,510</b>

\* The Committee has not yet decided whether any of these will linked to specific cost reductions or revenue enhancements.

\*\* Council staff's recommendation; this was deferred from the April 28 meeting. This may be tied to its decision on the Silver Spring PLD parking fees.